

# Memorandum

To: CHAIR AND COMMISSIONERS

CTC Meeting: August 4-5, 2004

Reference No.: 2.1c.(2)  
Action Item

From: ROBERT L. GARCIA  
Chief Financial Officer

Prepared by: Ross Chittenden  
Division Chief  
Transportation Programming

Ref: **TRAFFIC CONGESTION RELIEF (TCR) PROGRAM APPLICATION AMENDMENT  
APPROVALS**  
**RESOLUTION TAA-04-07, AMENDING RESOLUTIONS TA-01-01, TA-01-07, TA-01-11,  
TAA-03-08, TAA-03-12**

## **ISSUE:**

Attached is a Resolution for five Traffic Congestion Relief (TCR) project application amendments to update project schedules, amend funding plans by redistributing previously approved funds, and deprogram \$95,000 in TCR funds. A fact sheet describing each project is attached.

## **RECOMMENDATION:**

The California Department of Transportation (Department) recommends approval.

## **BACKGROUND:**

Due to the uncertainty of TCR Fund (TCRF) reimbursement, TCR projects have experienced schedule and cost variances to approved and allocated phases of work. Specific changes are noted in the attached fact sheets.

On May 13, 2004, the Administration released its budget proposals for FY 2004-05. The proposals include the transfer of \$163,000,000 from the General Fund to the TCRF for those TCR projects with existing allocations. The previously approved and allocated TCR funds, to be redistributed by the attached Resolution, are included in the amount of this transfer.

Approval of this Resolution will allow the Department to amend existing agreements with agencies and to reimburse said agencies for eligible costs under approved and allocated phases of a project.

Attachments

**TCR Program – Application Amendment Project #20.2****Regional San Francisco Muni Third Street Light Rail; extend Third Street line to Chinatown (tunnel) in the City and County of San Francisco.**

(\$ X 1,000)

Estimated Project Cost: \$647,300  
 TCRP Fund – Sub-Project #20.2: \$14,000  
 TCRP Funds for Project #20: \$140,000  
 Lead Agency: San Francisco Municipal  
 Transportation Agency

**TCRP Funds Covered by Application: \$0**  
 Phase(s) Covered by Application: 2,4  
 TCRP Funds Previously Approved for #20.2 \$14,000  
 Implementing Agency: San Francisco County  
 Transportation Authority

TCRP Allocation Requested Concurrently with Application: \$0

Advance Requested: \$0

TCRP Allocations to Date: \$14,000

LONP Requested Concurrently with Application: \$0

for Phase(s): N/A

for Phase(s): N/A

for Phase(s): 2,4

for Phase(s): N/A

**Project Summary:** The overall Third Street Light Rail project will extend the Third Street rail line to Chinatown (tunnel) in the City and County of San Francisco. The overall project will be constructed in two sub-projects:

- Sub-Project #20.1 - Initial Operating Segment.
- Sub-Project #20.2 - Central Subway.

Note: The San Francisco Municipal Transportation Agency (MUNI) will use TCRP funds for construction activities on Segment 1 Initial Operating Segment, preliminary engineering for Segment 2 Control Subway, and the three light rail vehicles (LRVs) for Segment 2. SF MUNI is proposing to use Local sales tax measure funds and federal New Rail Starts (Section 5309) funds to construct Segment 2 – Central Subway.

**Sub-Project #20.2:** Central Subway, consists of a subway from 4<sup>th</sup> and King Streets to Chinatown and three additional LRVs.

**Amendment Summary:** This amendment proposes shift of \$9,000,000 in TCRF from Phase 4 – Construction to Phase 2 – PS&E and update the funding plan. Changes proposed by this amendment are reflected in ~~strikethrough~~ and **bold**.

**Reason for Change:** MUNI had originally intended to purchase three additional LRVs for use with the New Central Subway. However, MUNI was unable to procure the three vehicles within the \$9 million budget. This proposed shift of funds is to allow the use of the originally programmed vehicles funds to be used for preliminary and detailed engineering activities associated with the New Central Subway project. MUNI will procure these vehicles in a future procurement when additional LRVs are needed system wide in order to obtain a more competitive price. \$9 million in local sales tax funds (Prop K) will be programmed for the procurement of the LRVs.

**Cost and Schedule** (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental Review - EIR/EIS (Completed as part of TCRP #20.1)			
2	Preliminary Engineering, Final Design and Project Management	7/02	6/06	\$95,700
3	Right of Way Acquisition - N/A			
4	Vehicle Procurement and Construction	7/06	12/09	\$551,600
<b>Total:</b>				<b>\$647,300</b>



**Funding Plan** (\$ x 1,000)

<b>Source</b>	<b>Type</b>		<b>Phase 1</b>	<b>Phase 2</b>	<b>Phase 3</b>	<b>Phase 4</b>	<b>Total</b>
TCRP	State	Committed		<b>\$14,000</b>		<b>\$0</b>	\$14,000
		Proposed		\$5,000		\$9,000	
Prop B	Measure	Committed		<b>\$80,300</b>		<b>\$45,700</b>	\$126,000
		Proposed		\$90,700		\$35,300	
Section 5309 New Starts	Federal	Committed		<b>\$1,400</b>			<b>\$1,400</b>
		Proposed				<b>\$430,900</b>	<b>\$430,900</b>
STIP-RIP	State	Committed					
		Proposed				\$75,000	\$75,000
<b>Totals:</b>		Committed		\$95,700		<b>\$45,700</b>	<b>\$141,000</b>
		Proposed				\$44,300	\$140,000
		Committed				<b>\$505,900</b>	<b>\$509,900</b>
		Proposed				\$507,300	\$507,300
		<b>Totals:</b>		\$95,700		\$551,600	\$647,300

**Prior TCRP Action:** Original application was approved on July 11, 2001 (Resolution TA-01-11).

**Status of Conditions:** Conditions set forth for this project in Resolution TA-01-11 have been met.

**Discussion/Issues:** No issues. Regional Transportation Plan documentation is on file. The Commission took action on the environmental document August 2001, under Resolution E-02-07.

A concurrent action for the Commission to approve an allocation amendment is under Reference No. 2.6e.(2).

Recommend Approval

**TCR Program – Application Amendment Project #38.1**

**Los Angeles Los Angeles-San Fernando Valley Transit Extension; (A) build an East-West Bus Rapid Transit system in the Burbank-Chandler corridor, from North Hollywood to Warner Center.**

(\$ X 1,000)

Estimated Project Cost: \$329,500

TCRP Funds – Sub-Project #38.1: \$145,000

TCRP Funds for Project #38: \$245,000

Lead Agency: Los Angeles County  
Metropolitan Transportation  
Authority (LACMTA)

**TCRP Funds Covered by Application:**

**\$0**

Phase(s) Covered by Application:

All

TCRP Funds Previously Approved for #38:

\$145,000

Implementing Agency: LACMTA

**TCRP Allocations Requested Concurrently with Application: \$0**

for Phase(s): N/A

**Advance requested: \$0**

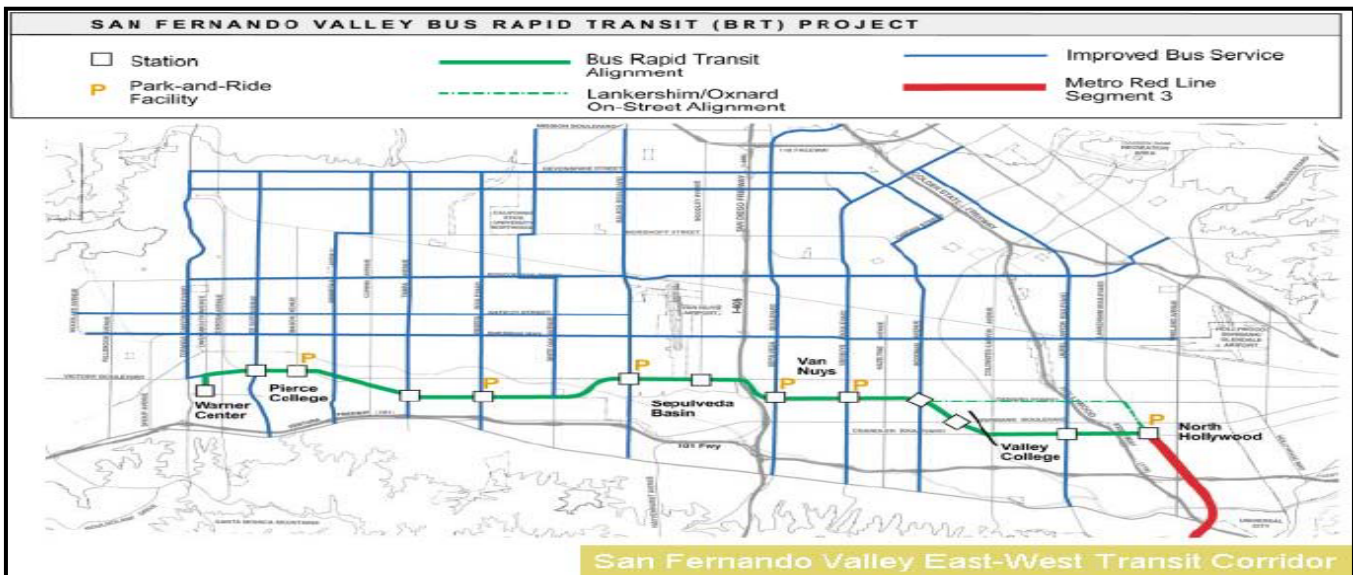
for Phase(s): N/A

**TCRP Allocations to Date: \$47,000**

for Phase(s): 1,2,3

**LONP Approved to Date: \$98,000**

for Phase(s): 4



**Project Summary:** This project is to build the San Fernando Valley (SFV) East-West Metro Rapid Transitway (Metro Orange Line), along the Burbank/Chandler Corridor from North Hollywood to Warner Center. The 14-mile route will run along the Burbank/Chandler right-of-way from the North Hollywood Red Line Station to the planned Warner Center Transit Hub. The 26-foot wide, at-grade busway is located in the center of the LACMTA right of way. 13 busway stations will be placed approximately 1 mile apart along the route. MRT Buses will be given some priority at traffic signals with the use of signal synchronization. This technology will decrease the travel time from 55 minutes to approximately 30 minutes from North Hollywood to Warner Center. Additionally, the 100-foot wide dedicated bus lanes will be able to accommodate the bus lane and landscaping features to help integrate the BRT with surrounding neighborhoods.

**Summary of Amendment:** This amendment extends the end date of Phase 3 from September 2004 to March 2005 and transfer \$14,500,000 of TCR funds from Phase 3 to Phase 4. Changes proposed by this amendment are reflected in ~~strikethrough~~ and **bold**.

**Reason for Amendment:** Minor delays have occurred in acquiring the remaining right-of-way due to longer than anticipated negotiations with parcel owners. The transfer of TCR funds between Phase 3 and Phase 4 is to maximize the efficiency of project reimbursement. Since the design-build contract for the project has been well underway and has been paid solely with local funds, the transfer of TCRP funds for Phase 4 activities will help offset the reimbursement of local funds. In return, local funds will be used for Phase 3 expenses.

**TCR Program – Application Amendment Project #38.1**

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Reference No. 2.1c.(2)

**Cost and Schedule** (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Preliminary Engineering and completion of Final EIR	12/00	9/02	\$10,700
2	Final design plans required to contract design/build BRT lane	8/02	5/04	\$16,800
3	Right of Way Acquisition	3/02	<b>3/05</b> 9/04	\$24,900
4	Construct BRT lane	4/03	8/05	\$259,600
4	Purchase buses	11/02	7/05	\$17,500
<b>Total:</b>				\$329,500

**Funding Plan** (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$10,400	\$14,000	\$8,100	\$112,500	\$145,000
		Proposed			\$22,600	\$98,000	
Prop C	Measure	Committed		\$2,800	\$16,800	\$164,600	\$184,200
		Proposed			\$2,300	\$179,100	
STIP-RIP (APD)	State	Committed	\$300				\$300
		Proposed					
	Totals:	Committed	\$10,700	\$16,800	\$24,900	\$277,100	\$329,500
		Proposed					
		Totals:	\$10,700	\$16,800	\$24,900	\$277,100	\$329,500

**AB 1335 Letter Funding Plan** (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
Prop C	Measure	Total				\$98,000	\$98,000

**Prior TCRP Action:**

- Original application was approved on January 18, 2001 (Resolution TA-01-01).
- A subsequent application for Phase 2 – PS&E; Phase 3 – ROW, and Phase 4 – CON, was approved on April 3, 2002, under Resolution TA-02-04, including a minor amendment to update the completion date and cost of Phase 1.
- A minor amendment was approved April 2002, to update the project schedule.
- An additional amendment was approved June 26, 2003, Resolution TAA-03-02, to shift funds between phases, update the scope to include an additional park and ride (PNR) lot not previously planned and reduce the number of buses to be acquired from 87 to 22, and update the project schedule. The shift of funds is needed to cover the cost of additional activities associated with the Design/Build contract. LACMTA has indicated in their latest Bus Fleet Management Plan that only 22 vehicles (including spares) will be required on opening day. There is no cost decrease to the project resulting from the reduced number of buses to be acquired due to the expanded scope of the project (additional PNR). LACMTA has indicated that additional time is needed due to the inability to execute new third party contracts resulting from the suspension of the TCR Program.
- An application amendment to update the end dates for Phase 2 – PS&E, Phase 3 – Right of Way, and Phase 4 – CON was approved on October 29, 2003 (TAA-03-12). LACMTA has indicated that additional time is needed to complete these phases of work due to the inability to execute new third party contracts resulting from the financial uncertainties of TCR funds. An AB 1335 Letter of No Prejudice in the amount of \$98,000,000 for Phase 4 was also approved (TL-03-02).

**Status of Conditions:** No conditions.

**Discussion/Issues:** The Commission reviewed the Final EIR and approved the project for future consideration of funding on April 4, 2002, under Resolution E-02-27. Regional Transportation Plan documentation is on file.

A concurrent action for the Commission to approve an allocation amendment is under Reference No. 2.6e.(2).

Recommend approval.

**TCR Program – Application Amendment Project #55.1**

**San Bernardino**     **Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, Los Angeles County line to Colton, with rail-to-rail separation at Colton in San Bernardino County.**

(\$ X 1,000)

<i>Estimated Project Cost:</i>	\$28,800	<i>TCRP Funds Covered by Application:</i>	<b>\$0</b>
<i>TCRP Funds – Sub-Project #55.1:</i>	\$18,800	<i>Phase(s) Covered by Application:</i>	All
<i>TCRP Funds for Project #55:</i>	\$95,000	<i>TCRP Funds Previously Approved for #55.1</i>	\$18,800
<i>Lead Agency:</i>	San Bernardino Associated Governments	<i>Implementing Agency:</i>	City of Montclair

*TCRP Allocation Requested Concurrently with Application:*     **\$0**

*for Phase(s):*     N/A

*Advance Requested:*     **\$0**

*for Phase(s):*     N/A

*TCRP Allocations to Date:*     **\$4,540**

*for Phase(s):*     1,2,3

*LONP Requested Concurrently with Application:*     **\$0**

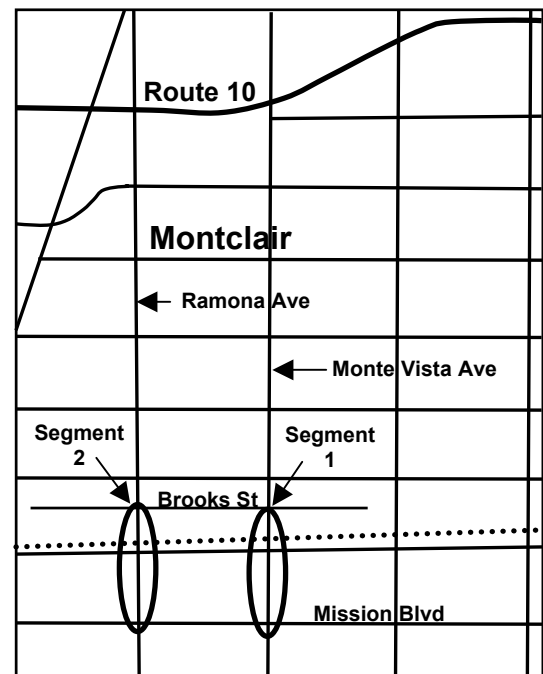
*for Phase(s):*     N/A

**Project Summary:**

The overall project will eliminate traffic congestion and delays on Monte Vista and Ramona Avenues caused by rail traffic on the Union Pacific Railroad. The project will be constructed as two separate segments:

- Segment 1: Monte Vista Avenue, between Brooks Street and Mission Boulevard.
- Segment 2: Ramona Avenue, between Brooks Street and Mission Boulevard.

The overall project will construct multi-span bridges over the Union Pacific railroad tracks, the West State Street Storm Drain Channel, and State Street. The channel and State Street are immediately adjacent to the railroad right of way. The overall project also includes connector roads between State Street and Monte Vista and Ramona Avenues, modifications to a storm drain system, and miscellaneous street improvements necessary to comply with both City and County standards.

**Summary of Action:**

This amendment updates the project schedule and funding plan.

The amendment proposes to extend the end dates for Phases 2, 3 and 4 and transfers \$47,000 of TCR funds from Phase 1 to Phase 3 and transfers \$600,000 of TCR funds from Phase 2 to Phase 3. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

**Reason for Change:**

Phase 1 environmental for Segment 1 has been completed. The original TCRP application and allocation authorized \$250,000 for environmental clearance under CEQA. Final expenditures for this phase totaled \$203,000 resulting in a savings of \$47,000. Phase 2 (design) has been complete. It is possible that minor changes will be needed resulting from the right-of-way acquisition. The original TCRP application and allocation authorized \$1,750,000 for the design phase. Final expenditures for this phase are estimated to be \$1,150,000 resulting in a savings of approximately \$600,000. This amendment request that the savings in Phases 1 and 2 be applied to Phase 3 to supplement previously allocated funding for this Phase. The Phase 3 cost estimate has increased as final right-of-way requirements have been determined and actual appraisals have been developed. Due to the suspension of the TCR Program, the schedule has been updated accordingly.

**Cost and Schedule** (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental, Railroad Agreements, Permits	7/99	1/04	<b>\$253</b> \$300
2	Plans, Specifications, & Estimates	7/99	<b>12/05</b> 4/04	<b>\$1,750</b> \$2,350
3	Right of Way Acquisition	10/02	<b>12/05</b> 6/05	<b>\$6,187</b> \$5,540
4	Construction	7/05	<b>12/07</b> 8/06	\$20,610
<b>Total:</b>				\$28,800

**Funding Plan** (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$203	\$1,150	\$5,187	\$12,260	\$18,800
		Proposed	\$250	\$1,750	\$4,540		
UPRR	Private	Committed				\$500	\$500
		Proposed					
CMAQ	Federal	Committed				\$1,600	\$1,600
		Proposed					
PUC	State	Committed				\$5,000	\$5,000
		Proposed					
South Coast AQMD	Local	Committed				\$500	\$500
		Proposed					
Montclair Redevelopment	Local	Committed	\$50	\$600	\$1,000	\$750	\$2,400
		Proposed					
	Totals:	Committed	\$253	\$1,750	\$6,187	\$20,610	\$28,800
		Proposed	\$300	\$2,350	\$5,540		
		Totals:	\$253	\$1,750	\$6,187	\$20,610	\$28,800
			\$300	\$2,350	\$5,540		

**Prior TCRP Action:**

- Original application was approved on July 11, 2001 (TA-01-11) for \$2,250,000 for Phases 1 and 3.
- A minor amendment was approved on February 13, 2002 based on the October 2001 Progress Report. This amendment extended the completion of Phase 1 from July 2002 to September 2002 and the start date of Phase 3 from July 2001 to November 2001 due to the need to execute the Master and Supplement Agreements.
- A minor amendment was approved June 27, 2002 based on the April 2002 Progress Report. This amendment extended the start of Phase 3 from November 2001 to July 2002 due to FHWA requiring additional work for NEPA clearance.
- An application was approved October 3, 2002 (TA-02-13) for \$16,550,000 for Phases 2, 3 and 4.
- An amendment was approved August 14, 2003 (TAA-03-08). This updated the project schedule to allow for additional time to complete the NEPA environmental clearance on the Ramona Avenue (Segment 2).

**Status of Conditions:** No conditions set.

**Discussion/Issues:** The information contained in the application is consistent with the AB2928 Eastern Trade Corridor Report presented at the June 2001 Commission meeting. Segment 1 is Statutory Exempt under CEQA and Segment 2 has received Categorical Exclusion under NEPA. Environmental documentation is on file.

A concurrent action for the Commission to approve an allocation amendment is under Reference No. 2.6e.(2).

Recommend Approval

**TCRP Program – Application Approval Project #60.1****San Bernardino Route 15; southbound truck climbing lane at two locations in San Bernardino County.**

(\$ X 1,000)

Estimated Project Cost: \$7,962

TCRP Funds Covered by Application: **(\$95)**TCRP Funds – Sub-Project #60.1: **\$860**  
**\$955**

Phase(s) Covered by Application: All

TCRP Funds for #60: \$10,000

TCRP Funds Previously Approved for #60.1 \$955

Lead Agency: California Department of  
Transportation

Implementing Agency: Same

TCRP Allocation Requested Concurrently with application: **(\$95)**

for Phase(s): 1,2

Advanced Requested: **\$0**

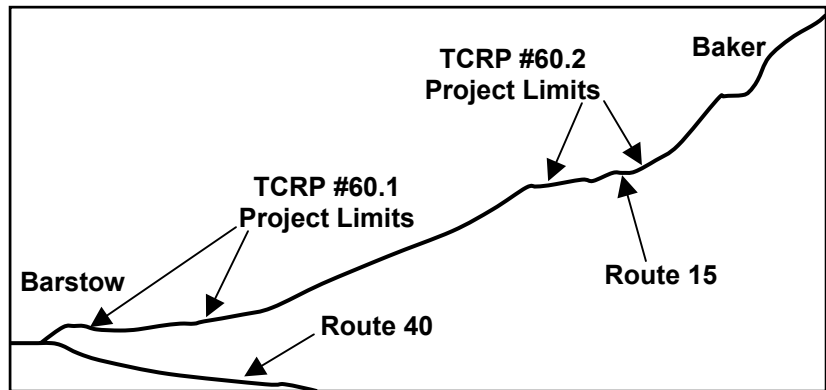
for Phase(s): N/A

TCRP Allocations to Date: **\$955**

for Phase(s): N/A

**Project Summary:** The project is to construct truck-climbing lanes in two locations on Interstate 15 (I-15) in the southbound direction. The overall project has been segmented into two sub-projects for implementation:

- Sub-Project #60.1 (Segment 1): Southbound I-15 near Barstow from 4.1 kilometers north of East Main Street to 1.4 kilometers south of Calico Ghost Town Road, in San Bernardino County, for a total distance of 6.27 kilometers. Work will consist of constructing a 3.6-meter lane within the median and designating the number 3 lane as a truck lane and providing a 3.0-meter side shoulder.

**Summary of Action:**

This application shifts \$197,000 from Phase 2 to Phase 1 and deprograms \$95,000 from Phase 2. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

**Reason for Change:**

During the development of the environmental clearance, substantial environmental field reviews and design efforts were completed. This resulted in over-expending the environmental phase, but under-expending the design phase. The project was combined for construction purposes with two roadway rehabilitation projects. The project was awarded below the engineer's estimate, enabling the TCRP savings be applied to Segment 2.

**Cost and Schedule** (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	PA&ED, Environmental Review	1/01	6/02	<b>\$369</b> <del>\$172</del>
2	PS&E	<b>6/01</b> <del>6/02</del>	<b>4/03</b> <del>12/03</del>	<b>\$491</b> <del>\$783</del>
3	N/A			
4	Construct roadways and structures and provide construction support.	5/04	5/06	\$7,102
<b>Total:</b>				<b>\$7,962</b>



**Funding Plan** (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed	\$369	\$491			\$860
		Proposed	\$172	\$783			\$955
SHOPP	State	Committed				\$7,102	\$7,102
		Proposed					
	<b>Totals:</b>	Committed	\$369	\$491		\$7,102	\$7,962
			\$172	\$783			
		Proposed					
		<b>Totals:</b>	\$369	\$491		\$7,102	\$7,962
			\$172	\$783			

**Prior TCRP Action:**

- Original application was approved on January 17, 2001 (TA-01-01) for \$955,000 for Phases 1 and 2.

**Status of Conditions:** No conditions set.

**Discussion/Issues:** Project is fully funded. This sub-project utilizes the \$860,000 of the available \$10,000,000 TCRP for the entire project. The remaining \$9,140,000 remains un-programmed and is available for TCRP Project #60.2. Project is a Categorical Exclusion under NEPA and Notice of Determination is on file. Regional Transportation Plan documentation is on file.

A concurrent action for the Commission to approve an allocation amendment is under Reference No. 2.6e(2).

Recommend Approval

**TCR Program – Application Amendment Project #91**

**Fresno**      **Route 180; build new expressway east of Clovis, Clovis Avenue to Temperance Avenue in Fresno County.**

(\$ X 1,000)

Estimated Project Cost: \$56,781

Total TCRP Funds Available: \$20,000

TCRP Funds Covered by Application: \$0

Phase(s) Covered by Application: All

TCRP Funds Previously Approved for #91 \$20,000

Lead Agency: California Department of  
Transportation/Council of Fresno  
County Governments

Implementing Agency: California Department of  
Transportation

TCRP Allocation Requested Concurrently with Application: \$0

for Phase(s): N/A

Advance Requested: \$0

for Phase(s): N/A

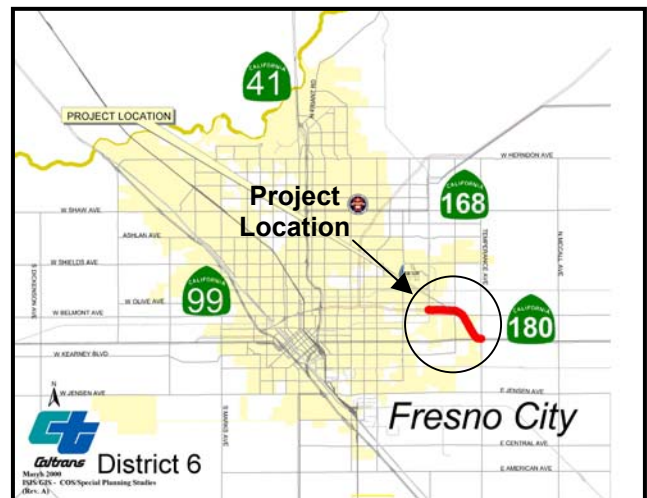
TCRP Allocations to Date: \$12,561

for Phase(s): 2,3

**Project Summary:** The overall project is to construct a 6-lane freeway from Clovis Avenue to Fowler Avenue on a new 8-lane freeway alignment and construct a 4-lane freeway from Fowler Avenue to east of Temperance Avenue on a new 6-lane freeway alignment. The project will reduce congestion, improve safety and travel time, improve air quality and access to rural communities in Fresno County and National Parks.

**Summary of Action:** This application shifts \$409,000 of TCR funds from Phase 3 to Phase 2 and updates the overall schedule. Changes proposed by this amendment are reflected in ~~strike through~~ and **bold**.

**Reason for Change:** The City of Fresno amended their General Plan for future growth in the area where the new freeway is proposed. To align this project with the City's General Plan, several new structures were added to the project along with modification to the Fowler Avenue interchange.

**Cost and Schedule** (\$ x 1,000)

Phase	Scope	Start	End	Cost
1	Environmental Document (EIS/EIR) - Resolution E-96-9		12/95	
2	Plans and Specifications	8/00	<b>12/04</b>	<b>\$3,530</b>
			<del>7/04</del>	<del>\$3,124</del>
3	Right of way acquisition	4/01	<b>12/04</b>	<b>\$9,031</b>
			<del>3/04</del>	<del>\$9,440</del>
4	Construction	<b>2/05</b>	<b>7/08</b>	\$44,220
		<del>7/04</del>	<del>7/07</del>	
<b>Total:</b>				<b>\$56,781</b>

**Funding Plan** (\$ x 1,000)

Source	Type		Phase 1	Phase 2	Phase 3	Phase 4	Total
TCRP	State	Committed		<b>\$3,530</b>	<b>\$9,031</b>	\$7,439	\$20,000
		Proposed		<del>\$3,121</del>	<del>\$9,440</del>		
STIP-RIP	State	Committed				\$36,781	\$36,781
		Proposed					
	<b>Totals:</b>	Committed		<b>\$3,530</b>	<b>\$9,031</b>	\$44,220	\$56,781
		Proposed		<del>\$3,121</del>	<del>\$9,440</del>		
		<b>Totals:</b>		<b>\$3,530</b>	<b>\$9,031</b>	\$44,220	\$56,781
				<del>\$3,121</del>	<del>\$9,440</del>		

**Prior TCRP Action:**

- Original application was approved on May 2, 2001 (TA-01-07) for \$20,000,000 for Phases 2 3, and 4.

**Status of Conditions:** No conditions set.

**Discussion/Issues:** Environmental and Regional Transportation Plan documentation on file. Environmental Document approved by the Commission in January 1996 under Resolution E-96-9.

This project is a candidate for GARVEE funding. Fresno County's 2004 RTIP proposes to delay the STIP-RIP funds from Fiscal Year (FY) 03/04 to FY 08/09. The proposed schedule assumes the earliest delivery where the STIP-RIP funds are replaced with GARVEE funds.

A concurrent action for the Commission to approve an allocation amendment is under Reference No. 2.6e.(2).

Recommend Approval

**CALIFORNIA TRANSPORTATION COMMISSION**  
**Approval of Traffic Congestion Relief Program**  
**Project Application Amendment**

**RESOLUTION TAA-04-07**

**Amending Resolutions TA-01-01, TA-01-07, TA-01-11, TAA-03-08, TAA-03-12**

- 1.1 WHEREAS the Traffic Congestion Relief Act of 2000 (herein after referred to as “statute”), which was established by Chapters 91 (AB 2928) and 656 (SB 1662) of the Statutes of 2000, establishes the Traffic Congestion Relief Program, providing \$5.39 billion for projects throughout the State of California to reduce traffic congestion, provide for safe and efficient movement of goods, and provide system connectivity; and
  - 1.2 WHEREAS in accordance with Government Code Section 14556.11 the California Transportation Commission (Commission) has adopted guidelines, in consultation with the Department of Transportation (Department) and regional agencies, to implement the Traffic Congestion Relief (TCR) Program; and
  - 1.3 WHEREAS the statute and guidelines require applicants to specify full and complete project applications, including scope, cost and schedule, financial plans and funding sources; and
  - 1.4 WHEREAS the Commission identified those factors leading to changes in project scope, cost, and scheduled and established guidelines for agencies to submit amendments to TCR project applications in Resolution G-00-23, with further clarifications in Resolution G-01-23; and
  - 1.5 WHEREAS the Department has reviewed the following application amendments for five TCR projects as submitted by applicant agencies and found all to be in compliance with the guidelines adopted by the Commission.
- 2.1 NOW THEREFORE BE IT RESOLVED that the Commission does hereby approve the following five TCR project application amendments as submitted, with subsequent clarifications and revisions:
- Project #20.2 – San Francisco Muni Third Street Light Rail; extend third Street line to Chinatown (tunnel) in the City and County of San Francisco. Amend application to update funding plan previously approved under Resolution TA-01-11.  
Applicant Agency: San Francisco Municipal Transportation Agency  
Implementing Agency: San Francisco County Transportation Authority
  - Project #38.1 – Los Angeles-San Fernando Valley Transit Extension; (A) build an East-West bus rapid transit system in the Burbank-Chandler corridor, from North Hollywood to Warner Center. Amend application to update project schedule and funding plan previously approved under Resolution TAA-03-12.  
Applicant Agency: Los Angeles County Metropolitan Transportation Authority (LACMTA)  
Implementing Agency: LACMTA

- Project #55.1 – Alameda Corridor East; build grade separations on Burlington Northern-Santa Fe and Union Pacific Railroad lines, Los Angeles County Line to Colton, with rail-to-rail separation at Colton in San Bernardino County. Amend application to update project schedule and funding plan previously approved under Resolution TAA-03-08.

Applicant Agency: San Bernardino Associated Governments

Implementing Agency: City of Montclair

- Project #60.1 – Route 15; southbound truck climbing lane at two locations in San Bernardino County. Amend application to deprogram (\$95,000) in TCR funds, and to update project schedule and funding plan previously approved under Resolution TA-01-01.

Applicant Agency: California Department of Transportation (Department)

Implementing Agency: Department

- Project #91 – Route 180; build new expressway east of Clovis, Clovis Avenue to Temperance Avenue in Fresno County. Amend application to update project schedule and funding plan previously approved under Resolution TA-01-07.

Applicant Agency: Department /Council of Fresno County Governments

Implementing Agency: Department;

and

- 2.2 BE IT FURTHER RESOLVED that all conditions stipulated at time of application and/or application amendment approval are still in effect; and
- 2.3 BE IT FURTHER RESOLVED that all applicant agencies shall provide the Commission and the Department with a progress report on April 1<sup>st</sup> and October 1<sup>st</sup> of each year on actual expenditures and status of work, until the projects have been completed; and
- 2.4 BE IT FURTHER RESOLVED that this TCR project application approval by the Commission reserves the State funding for the projects as specified by the statute, and allows the applicant agencies to incur costs in accordance with the approved project application, statute and guidelines; and
- 2.5 BE IT FURTHER RESOLVED that Resolutions TA-01-01, TA-01-07, TA-01-11, TAA-03-08, and TAA-03-12 are hereby amended.